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Feeding Fowls.

California Poultry Keeper and Cultivator.

Wheat or wheat bran is an excellent feed, as it contains much of the material that contributes to the perfection of the white of the egg. Meat has an almost invariable connection with a great production of eggs. It should be both lean and fat. In our opinion the best method for feeding laying hens is as follows: Give a small feed of soft cooked food early in the morning, then in about an hour scatter a few handfuls of grain in the straw, with which the yard should be well supplied. This will keep them at work and out of mischief all day, for a hen, if hungry, will scratch for hours if she finds but an occasional grain. At night give a full feed of whole grain. But remember to always keep the laying hens hungry during the day.

Fresh, clear water is essential to the well-being of all fowls; laying hens consume large quantities of it. Never allow stagnant water to stand on the premises as it aids to bring on disease.

The use of condiments is advisable as producing better digestion and aids very materially in keeping the fowls in health. Wild gallinaceous fowls of all species obtain a supply from various spicy berries and buds. To keep fowls in perfect health on this coast necessitates the use of stronger tonics and more of them than in a colder climate.

To fatten fowls quickly, confine in a small, warm coop, which must be kept clean and particular care taken that the birds to be fattened are absolutely free from lice. Feed on cornmeal mixed with boiling water, in the morning, at noon and night with whole corn. Give all they will eat up clean, but allow none to be wasted. It is useless to try and fatten a weak, sickly fowl. Both liquid and solid cramming is practised in France, but has never obtained favor in this country.

One of the first questions usually asked by amateurs is: "How shall we feed?" and in the foregoing paragraphs we have tried to give, as plainly as possible, the best methods, but anyone, to make a success in the poultry business, must watch and make a study of the birds, for hardly any two of our improved breeds will stand exactly the same amount of feed.

"Watchfulness" must be your motto in the poultry business.

It is very important to arrange the feeding so as to secure suitable variety, as otherwise the fowls will not eat with so good an appetite, nor digest so well what has been eaten. A little thought is all that is necessary to secure variety for with our endless supply of green vegetables the year round, one can boil up a great many tempting meals which will be duly appreciated by the fowls, who will return thanks with a greater supply of eggs.

The Mediterranean breeds will eat one third less than the Asiatics, and a quarter less than the American breeds, when not laying. But during the laying period the quantity of food consumed is governed more by the prolificness than by the size of the bird. To feed so as to get the greatest number of eggs is what every poultry keeper should understand, and yet few indeed of the large number engaged in this business know anything about it.

A good mongrel hen will lay eighty to ninety eggs a year, while many of the improved breeds will average from 150 to 210. This implies a separation from the system of a large amount of material, since 150 eggs represent an average aggregate weight of twenty pounds of nutriment in its most condensed form. Of this, a little over one-tenth is fat. All this requires not only a surplus amount of material, but also of secretion. If the constitution is in a weak state, some of this extra material will be simply stored up as fat, without undergoing the complicated changes productive of the egg.

A hen begins to lay at from four to eight months old, according to the breed. During this time she eats more than at any other, and the digestive powers are put to their utmost stretch to dispose of so much surplus nutriment. Through the moulting period laying is of course suspended, the drain upon the system being at this time very great. In feeding for eggs good judgment is required to steer between the two extremes of insufficient nourishment and of overfeeding. An overfed hen will not lay well. The fat becomes thickly deposited upon the ovaries, and the process of ovulation comes to a standstill. The practical rule is to feed well, but to avoid an excess of such foods as have a tendency to fatten, such as corn; and also any conditions that favor fattening, such as close confinement.

From a bulletin issued by the census bureau it is shown that the entire receipts by the national, state, county, township and municipal governments of the United States combined, including schools and postal service and all forms of taxation, reached in 1890 an aggregate of $1,040,473,013. The total expenditures for the government of the people, from the support of the district school to the payment of the expenses of congress and the interest on the public debt in the same year, amounted to $915,954,055, leaving a balance of $124,518,958 in the treasuries of the various states, cities and counties. The revenues are made up from various sources, the largest being local taxation upon real and personal property, which was $443,096,574. The liquor-dealers of the United States contributed to the support of government the sum of $24,786,496.

The War Department has a practical scheme in view for the contemplated revision of the new infantry drill regulations. The plan is to have the work of revision carried out at the Infantry and Cavalry School at Fort Leavenworth. It is said that a board mainly composed of officers belonging to the Twentieth Infantry, will be appointed to carry on the work in connection with the full regiment stationed at Fort Leavenworth. With the troops at hand to carry on experimental work it will be possible to perfect the book in such a way as to leave little room for further criticism. The subject is now under advisement by the commanding general of the army, and it is expected that the board will be appointed within a very short time.

English sovereigns were first minted in 1489. They were called by various nick-names.

Evolution of Speed on the Ocean.

H. T. Gause, in a recent paper on the further development of the Atlantic "greyhound," foreshadows the various directions in which the ocean racer will be modified with a view of attaining greater speed and efficiency. The hull will probably receive the first attention; aluminum or one of its alloys is likely to ultimately supersede iron and steel, both in plates and shape, as it has barely one-third the density of steel, but possesses equally high tensile and ductile qualities. There are also great possibilities for nickel-steel in this connection. The model of the ship may be expected to be fined down and shaved away so as to resemble in its lines a modern yacht rather than a metamorphosed canalboat, and the forefoot will probably be further cut away so as to insure greater ease and rapidity in turning and relief from the severe strains to which the rudder and steering gear are now subjected. Harbor channels will have to be deepened, and then, with increased hull depth, the probable practical length of the ocean steamer of the future will be 800 to 900 feet, and the beam will follow in proportion, having due regard for the requirements of speed and sea qualities. The intensely severe internal stress arising from the vibration of the machinery must be neutralized in some way, and some effective compensation for this trouble will in all likelihood be applied specifically and locally to each engine on the broad principle of the resultant of divergent force. This is even now being successfully accomplished in some of the torpedo-boats in England, and there should be no great difficulty in carrying it out on the larger scale of ocean practice. The question of stiffening the interior of ships' hulls will naturally receive more attention as they increase in size and their machinery in power. Mr. Gause predicts that the future transatlantic liner will, for business and competitive reasons, probably lie a shorter time at the dock and spend more days at sea, and carrying only such classes of freight as can be loaded and discharged with great dispatch. The tendency in regard to masts and rigging is toward the carrying of but two light and graceful steel-pole masts, made hollow for ventilation, one being placed forward and one aft, and intended merely for steadying the ship in a heavy sea. These masts can be fitted with small heavy "tops" as stations for lookout search-lights and electric signals. But the pre-eminent question will be speed. More screws will be introduced, and correspondingly more engines behind them The steamship of the future will be fitted, not with three, but with eight or ten bronze propellers, each making from 1,000 to 1,500 revolutions a minute, driven by high-speed electric motors running in oil. The fuel will be crude oil, and the skin will be made mirror-like so as to reduce the friction of the hull in the water to a minimum Another important change will be the extension of automic action as applied to all the operations that go to make up the management of the modern steamship. Human agency will be superceded by a train of mechanism and improved methods will be devised for steering, stopping and reversing the ship. In fact, as Mr. Gause says, "it requires no stalwart imagination to forsee the entire control of the engines passing into the hands of the commander in the pilot-house or on the bridge by the simple intervention of a wire connecting an index and button at his side with a small motor in the engine-room that operates a piston attached to the throttle-bar."

A Cure for Tuberculosis.

Dr. C. C. Vaughn, dean of the University of Michigan Medical Faculty, believes that he has discovered a certain specific for tuberculosis. The product is called nuclein, and was but recently made. The doctor has just returned from the International Congress of Hygiene at Buda Pesth, Hungary, where he read a paper on his discovery which attracted considerable attention. He has not proceeded far enough in his experiments to declare that nuclein will absolutely prevent tuberculosis in men, but he has proved that it will in animals.

Albert A. Watson, a senior law student from Detroit, has, however, tried the nuclein. In nine months he had gained twelve pounds and seemed entirely cured.

A bachelor says: Man that is married to woman is of many days and full of trouble. In the morning he draws his salary, and in the evening behold it is all gone; it goes but he knows not where. He spendeth shekels in the purchase of fine linens to cover the bosoms of the family, yet he is seen at the gates of the city with but one suspender. He goeth forth as an ox or an ass, and draweth the chariot of his offspring. He ariseth in chilly garments of night, and seeketh the somnambulent paregoric, which healeth the colicky stomach of his offspring. Yes, he is altogether wretched and full of misery. Wide is the road and broad is the way that leadeth to the gate of matrimony, and many there be that goeth in there at.

"Biela's comet is due this year," remarked an amateur student astronomer. "But it will surprise us if it is visible. It has not been seen since the year of the London fire. It has been observed that great conflagrations visit various parts of the earth simultaneously with the predicted arrival of the comet. It was due at the time of the last great Boston fire, at the time of the Chicago fire, and now the great forest fires are raging. Explanatory of this seeming coincidence it is given out that the yellow haze prevalent at these periods is the dissipated tail of Biela's comet and is responsible for the great fires."

By an experiment recently made at the Ohio State University it was found that a double team can draw upon an ordinary wagon, fitted with three inch tires, just as heavy a load as upon a wagon with the usual narrow tires, and the trial taking place on an ordinary earth road. It has also been found that the wide tires help to keep earth roads in order, by rolling them flat and smooth instead of cutting them into ruts. This is wel understood in the old countries and European governments lay a tax on the narrow tires and the money thus accumulated is spent in keeping the road in order.

Monthly Pains cured by Dr. Miles' Pain Pills.